MOTORING.

(Continued From Sixth Page.)

forks and excited no little consternation when he first took the jump.

Krieger's record jump for height is forty-one inches, and the distance traversed from the time the front wheel left the ground until it touched again is fourteen feet eight inches. To attain this record Krieger drove the machine full tilt at the eight-inch perpendicular obstruction—over fifty miles per hour.

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A three-ton Packard truck was delivered last week to the Pabst Brewing Company of this city.

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Henry Lansdale of the Philadelphia branch of the K-R-I-T car, was the guest for a few days last week of the Auto Exchange and Supply Company.

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The latest purchaser of a 1912 Stevens-Duryea, model AA, five-passenger touring car is Lawrence R. Lee. The car which was delivered a few days ago is finished in sapphire blue, with radiant light blue running gear.

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The Cook & Stoddard Company has issued invitations announcing the opening of its new salesroom and service department at 1138-1140 Connecticut avenue northwest, where it now has on display the latest models of Cadillac, Pierce-Arrow and Baker electric cars. The new models have been artistically arranged for the visitors during the present week, which has been designated "opening week." Joseph M. Stoddard will be assisted by his staff, composed of Rudolph Jose, George A. Weaver, R. U. Gleb and F. W. Webber.

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Automobile licenses have been issued since The Star's last report as follows:

13101—S. Guggenheim, United States Senate, Renault.
13102—M. F. Sanderson, 1310 Massachusetts avenue, Chalmers.
13103—W. F. Holtzman, 2513 Cliffbourne place, Chalmers.
13104—W. W. Sealock, 3287 M street, Buick, 1912.
13105—Mrs. W. M. Wallace, 2028 F street northwest, Ford.
13106—G. C. Boarman, 1015 M street northwest, E-M-F.
13107—I. R. Saum, 3311 Newark street, E-M-F.
13108—J. F. Connors, 1834 14th street northwest, Maxwell.
13109—H. A. Gardner, 403 Northumberland apartments, Buick.
13110—J. Roesser, 816 Hollins street, Baltimore, Ford.
13111—A. C. Nothstine, 1411 Harvard street northwest, Marathon.
13112—G. W. Scales, 525 New Jersey avenue northwest, Franklin.
13113—C. O. Scull, Roland Park, Md., Packard.
13114—R. H. Walker, 915 Fidelity building, Baltimore, Pullman.
13115—E. M. Douglas, 81 Eastern avenue, Takoma Park, Buick.
13116—W. Wagner, 12 9th street southeast, Ford.
13117—E. A. Bennett, 1601 Park road, Demonstrating.
13118—G. C. Wallace, 1322 Monroe street northeast, Ford.
13119—A. Kneipp, 229 B street northeast, R. C. H.
13120—S. H. Bond, 42d and Warren streets, Franklin.
13121—M. W. Johnson, 12 I street southeast, Maxwell.
13122—J. Henning, 2307 Pennsylvania avenue southeast, Maxwell.
13123—J. L. Bateman, 3405 17th street northeast, E-M-F.
13124—J. Medert, 1324 Kenyon street, Hudson.
13125—T. W. Schaeffer, 937 Longfellow street, Ford.
13126—J. A. Deuring, 1155 4th street northeast, Wayne.
13128—F. F. Russell, Army Medical School, Ford.
13129—C. B. Swann, King and Pitt streets, Alexandria, Marion.
13130—M. H. Fearnow, 435 7th street southwest, Rambler.
13131—F. W. McAllister, 113 North Charles street, Baltimore, Ford.
13132—E. Roberts, Hotel Belvedere, Baltimore, Pullman.
13133—J. Worch, 1843 Hope street, Baltimore, Ford.
13134—H. J. Howell, 1914 New Hampshire avenue, Toledo.
13135—G. S. Dickey, 306 Woodlawn road, Roland Park, Baltimore, Stevens-Duryea.
13136—T. G. Bloom, Fort Washington, Md., Mack.
13137—A. Willbanks, 223 H street southwest, Chalmers.
13138—C. Weitzel, 512 8th street southwest, Overland.
13139—W. S. Hammond, 2324 Callow avenue, Baltimore, Pullman.
13140—Jane Austin, the Brighton, El. Studebaker.
13141—H. H. Flather, Riggs National Bank, Pierce Arrow.
13142—H. C. Gover, 287 7th street southwest, Everett.
13143—H. H. Bailey, Fort Myer, Va., E-M-F.
13144—R. Spear, United States Naval Hospital, Maxwell.
13145—F. E. Altemus, 2744 14th street northwest, Chalmers.
13146—E. Morris, 2229 Eutaw place, Baltimore, American.
13147—C. C. Credler, jr., 1437 A street southeast, Cadillac.
13148—G. P. Paine, 306 Keyser building, Baltimore, Packard.
13149—G. C. Thomas, 1313 Fidelity building, Baltimore, Cadillac.
13150—R. A. Judd, 600 7th street southwest, Buick.
13151—W. L. Miller, 730 15th street, Auburn.
13152—E. E. Ryan, 552 West Barre street, Baltimore, Chalmers.
13153—B. H. Warner, 916 F street northwest, Pullman.
13154—C. T. Creecy, 474 C street northwest, Buick.
13155—Dr. L. M. Gotwold, 1806 Ingleside terrace, Regal.
13156—L. B. Edmonston, 927 H street northwest, Stevens-Duryea.
13157—H. B. Dismond, 2031 Georgia avenue northwest, Commercial.
13158—H. A. Beck, 4327 8th street northwest, Ford.
13159—S. W. Henry, 1623 Pennsylvania avenue northwest, Ford.
13160—J. C. Hoover, 50 N street northwest, Ford.
13161—F. N. Justice, 1905 14th street northwest, Flanders.
13162—Dr. C. H. Bowker, 1300 Massachusetts avenue northwest, Overland.
13163—The Allegheny Company, 827 14th street northwest, truck.
13164—C. M. Lewis, Hotel Richmond, G. J. G.
13165—W. F. Au, 821 B street southeast, Interstate.
13166—Mrs. B. Erlebacher, 1222 F street northwest Cadillac.
13167—J. F. Oyster, 900 Pennsylvania avenue northwest, Buick.
13168—W. B. Fowler, 9th and H streets northwest, Maxwell.
13169—W. Rynex, 904 D street southwest, Ford.
13170—Dr. J. B. Bayne, 1141 Connecticut avenue, Simplex.
13171—Bluthenthal, Hotel Belvedere, Baltimore, Winton.
13172—E. P. Mertz, 3031 Newark street, Overland.
13173—C. F. Seeley, Continental building, Baltimore, Chalmers.
13174—The Columbia Planograph Company, 52 L street northeast, Maxwell.
13175—Mrs. C. Thaw, 1801 F street northwest, Peerless.
13176—Mrs. F. M. McGill, West Oaks, Woodley lane, Hupp Yeats.
13177—Potomac Electric Power Company, 213 14th street northwest, Maxwell.
13178—T. M. Miller, Hopkins place, Baltimore, Winton.
13179—J. Fleming, 209 Florida avenue northwest, Marion.
13180—J. V. P. Hoff, 2112 Massachusetts avenue, Maxwell.
13181—Brooke & Harry, 719 20th street, Flanders.
13182—S. R. DePue, Arlington, Va., Overland.
13183—F. T. Nesbit Company, inc., Woodward building, Hupmobile.
13184—H. L. Duley, 627 H street northwest, Overland.
13185—G. B. L. Cole, 418 7th street southwest, Ford.
13186—Dr. J. F. Mitchell, 1344 19th street, Oakland.
13187—C. W. King, Alexandria, Va., E-M-F.
13188—Congressional Garage, 628 Pennsylvania avenue southeast, Wilcox Trux.
13189—W. P. O'Brien, 1620 7th street northwest, E-M-F.
13190—S. Cutter, the Raleigh, Olds Autocrat.

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The construction of a national system of paved highways connecting the Atlantic and Pacific and the great lakes and the gulf will be advocated at the fifth annual National Good Roads Congress, which will be held in New Orleans, May 16-19, inclusive. The idea is that the federal government capitalize the enormous benefits that will accrue from a system of good roads, and, in co-operation with the various states, build main highways so located as to enable the various localities to connect local good roads with the interstate system. The federal government will probably be asked to enact a good roads bill so framed as to divide the expense between the United States, the states and the counties, and to provide a method by which the interstate roads so constructed may be kept in first class shape.

Mayor Behrman of New Orleans has appointed a citizens' committee of 100 live wire, good roads people, which has charge of the arrangements for the convention.

Gov. Sanders of Louisiana, a leader in the good roads movement, has issued a proclamation to the people of the state, urging them to give their support to the movement.

The general problems of good roads and streets throughout the country will be discussed by noted speakers May 16-17. A Louisiana Good Roads Association will be formed, and a vigorous campaign in the interest of the good roads movement in the state will be launched.

May 18, the first Louisiana woman's good roads convention will be held, in which all of the woman's organizations in the state will participate.

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May 19 will be good roads Sunday, in which the churches of all denominations will take part, and at a union meeting the vital relationship between good roads and the church, the home and the school will be discussed.

Delegates to the convention will include officials of all states, counties and cities in the United States, railroad officers, members of all good roads associations, highway commissioners and engineers, representatives of agricultural colleges, societies, clubs, women's clubs and rural free delivery carriers.

The object of the good roads movement is to associate all interested organizations and individuals in a universal demand for the permanent improvement of public roads and streets; to secure better results from the millions of dollars annually expended upon public highways; to establish good roads associations in all states and territories; to secure the teaching of highway engineering in all universities and agricultural colleges; to utilize the labor of all tramps, vagrants, paupers, prisoners and convicts in preparing materials and building good roads, and to secure state and national aid for the construction and maintenance of permanent public highways.

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The year 1911 was not particularly favorable for the automobile industries of France, or rather the increase expected was not realized. This was due largely to the increase in the importation of motor vehicles from different countries. The total value of the imports during 1911 amounted to $2,467,077, an increase of $561,823 over 1910, while the exports were $35,286,576, an increase of only $238,813 compared with 1910. The increase in importations was due to the great activity of English automobile manufacturers, who exported to France during last year automobiles worth $906,301, against $555,454 in 1910. The importation of German cars also increased from $316,713 in 1910 to $484,430 in 1911; those from Belgium rose from $443,128 in 1910 to $451,813 in 1911; those from Italy from $207,668 to $234,881. The greatest increase, however, is shown in the importation of American-made motor cars, which advanced from $146,680 in 1910 to $462,814 in 1911.

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There is good reason for saying that a great proportion of the troubles which occur on a motor car are due, directly or indirectly, to improper understanding of the adjustments of the spark plug. When too large a gap exists between the points of the electrodes and the spark plug, misfiring will occur, and, moreover, the working parts of the magneto or coil, as the case may be, will also be strained. As is well known, the erratic working of an engine, such as may be caused in this way, is liable to put the other parts of the car out of tune. As a matter of fact, it is no uncommon thing to find that the car can run for over 2,000 miles without it being necessary to touch the plugs, but it is, nevertheless, advisable to give a due amount of care to the plugs. When looking around the engine it should be a matter of routine that the plugs should be taken out and cleaned with gasoline or ammonia, applied with a small brush. It will be found that an old toothbrush is just the very thing for that purpose.

* * * *

That within another year the amount of money invested in electric vehicles may reach the amazing proportions of $80,000,000, is the suggestion contained in a report to be made next month at Seattle, when the National Electric Light Association meets for its thirty-fifth annual convention. Mr. T. C. Martin, chairman of the committee on progress, has been looking into the matter and finds that today $10,000,000 are invested in electric trucks and $30,000,000 in electric pleasure vehicles. These figures, he says, may easily be doubled within a year.

Mr. Martin's report will describe an ingenious method of determining the real efficiency of an electric vehicle, by issuing to private garage consumers a card that will enable them to find out "where they are at" with a lead sulphuric acid battery. An interesting feature of this card, which includes columns for setting down the hours and rate of charging, energy consumption, specific gravity, miles run, etc., is the absence of any space for recording the voltmeter readings at the beginning and end of the charging operation. The voltage indicated by a battery, says Mr. Martin, is at best only inferential of the energy yet remaining in the plates, and although this method is generally used as a convenient index to indicate the condition of the cells, many cases of battery abuse are on record, whose cause can be traced to the fact that voltmeter readings alone were relied on by inexperienced persons for indication of when to cease charging.

In other cases where complaints have been made by garage owners that their charging costs were running unduly heavy battery experts have been dispatched to the spot, only to find that in the effort to bring a given battery up to its prescribed end-of-charge voltage the attendant was putting about twice as many kw-hours into the cells as they properly needed—not only wasting energy and exciting unfair reflections on the cost of running the car, but also working damage to the plates.

"The real index to the condition of charge in a battery," said Mr. Martin, "is, of course, the specific gravity of the sulphuric acid electrolyte. As the cell is discharged the specific gravity falls, ranging from 1.280 in a fully charged condition down to 1.160 when the cells are about exhausted. The proper time for starting and stopping the charge is fixed by the reading of the hydrometer, and to show the simplicity and convenience of using this instrument in electrolyte drawn from one of the cells by means of a syringe full-size illustrations are being got out by the company making the test.

"For any given car a definite relation can thus be worked out for the number of amp-hours or mile travel in a battery in terms of its specific gravity of electrolyte. For example, a certain pleasure car which will run seventy-two miles on good streets when charged to a density of 1.280 can positively be relied upon to go sixty miles when the gravity has fallen to 1.260, forty-two miles at 1.240, thirty-six miles at 1.220, twenty-four miles at 1.200 and twelve miles at 1.180, becoming fully exhausted at 1.160."

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Just now at the beginning of the season, when motorists are again taking their cars out on the road, many automobiles are being examined with critical eye to detect any trouble that may have been brought on by the long winter's rest.

One of the things which should be looked into is the condition of the rims. It may seem like a small thing, yet rust which is likely to collect on rims during the months of idleness is a real danger.

Rust can always be detected by the appearance of the beads of the envelope. When the beads show a strongly marked yellowish stain it is evident that the tire has not been properly cared for. This stain is nothing else than rust, which forms on the rims and is deposited on the beads of the tire. If it is allowed to remain it will destroy the tire, for it will slowly but surely eat away the fabric. Moreover, the edges of rusted rims will become more uneven every day.

Further, when a rim is rusted it is impossible to maintain the close and regular contact which should exist between rim and bead. Water will soon find its way into the tire to work its usual harm.

After having been out in bad weather, if the motorist is careful to sponge tires and rims clean and then wipe them dry, especially along the beads, he will do much to prevent the formation of rust. It is possible, however, that in spite of the exercise of reasonable care the rims may suffer a little damage, especially during the winter. In any case it is advisable to examine the rims closely from time to time.

* * * *

"Many of the southern and western states have made remarkable progress within the past two or three years in the enactment of laws which provide for the extension of their highway systems and for the construction and care of improved roads," says Robert P. Hooper, president of the American Automobile Association. "The new conditions arising from the development of automobile traffic have enlarged the question of public highways from one of purely local consideration to an economic principle involving not only entire commonwealths, but the nation as a whole.

"When the traffic consisted of wagons drawn by oxen or mules or horses, open roads to the nearest railroad station or boat landing were all that was required. The fact that even such roads were not well built, nor kept in repair, was due to a variety of causes. Each particular locality had an explanation, purely local, to account for the conditions. But, as a rule, these explanations did not explain, even to the satisfaction of those making them.

"The fact still remained that nearly or quite 90 per cent of the farmers of the country were keeping themselves poor by reason of the excessive cost of marketing their products. These products could be hauled only at seasons when everybody had to haul. This resulted in temporarily overworked railway service, congested markets and low prices.

"The older and wealthier states saw the point first, and began giving aid to counties and towns in building improved roads, so that produce could be marketed at any time in the year. The result was almost electrical in its effect. Thousands of farms which, because of their relative unprofitableness under a bad road system, became productive again. The general values of farm property were enormously enhanced. This was accomplished by the building of a few town and county roads purely for local purposes.

"Then the automobile became a factor in the road question, and the road problem became widened and enlarged. With vehicles which would cover 100 or 200 miles a day, the conditions in each county rapidly became known to the people in adjoining counties, and a broader comprehension of the whole highway question was inevitable, in a country where intelligence predominates.

"Of course, there were and still are, in isolated localities, persons who cling to the bad roads of their grandfathers, and resist any attempt to make improvements. These are those who also regret the passing of the spinning wheel and the domestic weaving loom, with which the women used to make the cloth for clothing the family.

"The age is progressive. Fifty or sixty years ago this country began to build railroads, and now we have more than nearly all the rest of the world together. In place of crude industrial facilities we have the very best on earth; yet we are behind other civilized nations in the improvement of our roads. We are beginning now to do with our highways what should have been done long ago.

"There is a phase of the road question which is statewide in its application. That relates to the through or trunk lines which accommodate through traffic. To leave the construction and care of these roads in the hands of local authorities must result in uneven and inharmonious construction, unimproved gaps and desultory care, involving, practically, a failure of such roads, for a standard of their utility.

"These extended lines of road, across a state, or between principal centers of population, have become a necessity of modern traffic. While the through traffic is mostly that of motor cars, the local usefulness of the road is not interfered with. The continuity of such roads, however, and the standard of construction and care required, make of them a factor in highway development which it is more just that the state should provide for, than the local communities through which they may pass.

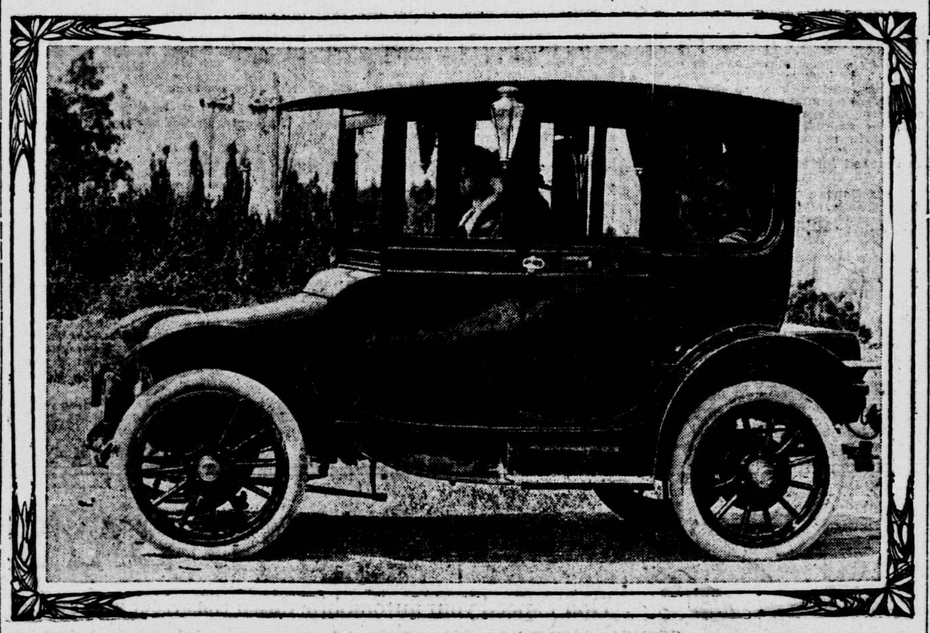
"A long stretch of improved road is one of the best advertisements a state can have. It attracts a class of tourists who are able and willing to pay for entertainment. It brings investors who are looking for advantageous locations. It includes agricultural investigation and consequent immigration and investment, not only along the line of the road, but in other accessible sections. It changes, the sheer force of publicity, backward localities into progressive ones, enhances values and brings into general notice resources which had only been known locally; or, if known, not appreciated.

"The advantages which such stretches of main roads cause to accrue are advantages which affect the entire state, as well as the localities themselves. It should, therefore, be assumed as a principle that such main roads should be built, in whole or in part, by the state; that their management and maintenance should be in the hands of the state authorities.

"The users of such roads, in the larger sense, are those who use automobiles. Thousands of these are members of the American Automobile Association, the national good roads board of which is interesting itself throughout the entire country in the roads question generally. Local clubs aid in their localities, and then extend their sphere of usefulness

(Continued on Eighth Page.)

NEW BAKER ELECTRIC BROUGHAM.



A BROUGHAM RADICALLY DIFFERENT IN DESIGN AND CONSTRUCTION FROM CARS PRODUCED IN THE LAST TWO OR THREE YEARS, AND WHICH, IT IS BELIEVED, WILL BECOME UNIVERSALLY POPULAR.